

The China Mail

Established February, 1845.

VOL XXXVII. No. 5691.

號十月十一年一千八百一十八年

HONGKONG, MONDAY, OCTOBER 10, 1881.

日八十八年己亥

PRICE \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

Notices of Firms.

NOTICE.

M R. P. D. BUSH is hereby authorized to sign our Firm for Procurations.

RUSSELL & Co.

China, September 22, 1881.

NOTICE.

I HAVE This Day ESTABLISHED myself as MERCHANT and General COMMISSION AGENT under the Style of HERBERT DENT & Co.

HERBERT F. DENT.

Canton, September 1, 1881.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs KYNOCH & Co., of WITTON, near BIRMINGHAM.

MEYER & Co.

Hongkong, August 13, 1881.

For Sale.

EX LATE ARRIVALS.

LADIES' DRESSES, complete but un-made.

LADIES' COSTUMES, ready-made.

VARIOUS KINDS of MATERIALS for LADIES' DRESSES.

An Assortment of FLOWERS for LADIES' BONNETS and HATS.

BLACK and BROWN VELVETEENS, &c., &c.

N. M. KHAMISA,

Peel Street.

Hongkong, October 6, 1881.

FOR SALE.

GOOD Clean COKE, \$11 per Ton.

COAL TAR.

CHOY ACEHWE.

No. 217, Fauna, West Point.

Hongkong, September 30, 1881.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE.

Quarts.....\$16 per 1 doz. Case.

Pints.....\$17 per 2 doz. "

GIBB, LIVINGSTON & Co.

Hongkong, February 2, 1880.

FOR SALE.

A BOUT 2,000 lbs. MILLER & RICHARD'S Extra-hard Metal BOURGEOIS TYPE, No. 19, (somewhat worn but in fairly good condition).

Apply to

OFFICE OF THIS PAPER.

Hongkong, July 22, 1881.

INTIMATIONS.

IT is hereby notified that no Accounts or Bills contracted on account of S. S. Hungarian will be recognized unless countersigned by Captain Wm. McD. ALISON.

ARNHOLD, KARBERG & Co., Agents of S.S. Hungarian.

Hongkong, September 30, 1881.

NOTICE.

THE Tenth Volume of the "CHINA REVIEW."

Now Ready.

No. 1—Vol. X.

—OF THE

CHINA REVIEW"

CONTAINS

The Foreign Trade of China during 1880.

Short Notices in Szechuan.

The Double Nail Murders.

The "Yin-Fu" Classic; or, Clue to the Unseen.

NOTICES of New Books and Literary Intelligence.

NOTES and Queries.—

Tai Chan of Cheng.

Lions and Bears; A Strange Story.

The Levirate in China.

A Chinese Artist.

The Primitive Codification of Chinese Law.

A Clipping from the Tao Chuan.

Housewarming.

Human Sacrifices.

Insect-Wax.

A Chinese Brifice (地質).

The Japanese make a raid on Che Kiang.

Bengal Kilkil.

Giraffes and Zebras sent as Tribute.

An Imperial Settlement of the Term Question.

Couriers.

大明會典

Military Precedence.

The Chinese Confederated States of the Spring.

Customs of the Ming Dynasty.

A Fantastic Trick.

The Olunch'un.

The Kung Sheng.

Mr. H.

Chinese Quips.

The Ancient Chinese.

Manchus and Banmaners exempted from the heavy Bamboo and the Cangue.

A Confidence.

The Rule of the Service.

The Six Boards at Peking and Nanking.

A Point in Procedure.

China's Sorrows.

A Ship of the Cup.

Aborigines at Canton and Foochow.

The Persian and Chinese Drama.

Ernest.

Books Wanted, Exchanges, &c.

Hongkong, September 26, 1881.

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL \$1,000,000 (One Million Sterling).

Unpaid Liability of Shareholders.

THE Undersigned having been appointed

Agents for the above Company are

prepared to accept FIRE and MARINE RISKS at Current Rates, allowing usual Discounts.

Sold by all Wholesale and Retail Drug-gists throughout the Civilized World.

Sold in China by

WATSON & CO., Hongkong Dispensary.

WATSON & CO., Shanghai.

Zhouyi

Hongkong, July 1, 1881.

For Sale.

LANE, CRAWFORD & CO.

HAVE RECEIVED the FOLLOWING NEW GOODS—FRESH HOUSEHOLD STORES and GROCERIES from CROFT & BLACKWELL, and J. MOUL & SONS, HUNTER & PALMER'S BISCUITS and AMERICAN CRACKNELS; FRENCH JAM and BISCUIT BUTTER; AMERICAN CORNSTARCH and CORNMEAL; TINNED FRUITS, FISH, HONEY, &c.

FELT HATS and TRAVELLING CAPS. Special New Self-closing UMBRELLAS. NEW FRENCH BOOTS and SHOES for the Season.

SPORTING GUNS and REVOLVERS. SPORTING GEAR, &c.

FOOT BALLS, RUGBY and ASSOCIATION CRICKET BALLS, BALLS, STUMPS, &c.

RACQUET and LAWN TENNIS BALLS and BALLS.

BILLIARD CUES, and BALLS (THREEPENCE).

LOUNGE CHAIRS and HAMMOCKS. COPPER GOLDEN CLOUD, SMOKING MIXTURE, and BIRDSEYE. PAGE'S GOLD BLOCKS.

SPICE—New Compressed CIGARETTES.

New NOVELS and PRESENTATION BOOKS.

SEEDS—SUTTON'S and AMERICAN VEGETABLE and FLOWER and LAWN GRASS SEEDS. LISTS NOW READY.

A STOCK of LOWMOOR & STAFFORDSHIRE BOILER-PLATES, ANGLES and RIVETS, always on hand.

no4

INSURANCES.

PRUSSIAN NATIONAL INSURANCE COMPANY OF STETTIN.

THE Undersigned having been appointed Agents for the above Company, are prepared to Grant Insurances against FIRE at Current Rates.

MEYER & Co.

Hongkong, May 10, 1881. 10m/82

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class GODOWNs at 1 per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881.

NOTICE.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored thereon.

Buildings or on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1881.

NOTICE.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £100,000 Reserve Fund up to £120,000 Annual Income £250,000

THE Undersigned have been appointed Agents for the above Company on or before MONDAY, the 24th Instant, at Noon, for the BUILDING of a TORPEDO MOORING STEAMER and a WOODEN TORPEDO LIGHTER (including Machinery), according to Specifications and Conditions, which can be seen on Application to the NAVAL STOREKEEPER'S Office.

The Naval Storekeeper reserves to him the right to reject the lowest or any Tender.

E. B. JOREY, Naval Storekeeper.

H. M. a Naval Yard, Hongkong, October 3, 1881. oc24

DENTAL NOTICE.

DR. ROGERS has returned to Hongkong, and he will now remain here permanently.

Hongkong, July 21, 1881.

T HE "F. R. EAST" WANTED.

Apply at this Office.

Hongkong, October 4, 1880.

NOTICE TO CONSIGNEES.

GERMAN BARQUE "PHENIX" FROM HAMBURG.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of the Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

THE CHINA MAIL.

No. 5861 — OCTOBER 10, 1881

For Sale.

MACEWEN, FRICKEL & Co.
HAVE RECEIVED FOR SALE,
(Ex French Mail Steamer.)

Fine, INGYN BUTTER.
NOILLY PRATT'S VERMOUTH.

Ex S. S. "Glencoe."
WEBLEY & SON'S
BREECH-LOADING GUNS—
CENTRAL FIRE.

Ex S. S. "Ulysses."
Fine New Season's CUMSHAW TEA, in
5 and 10 catty Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

Ec. "Highlander."

AT WHOLESALE PRICES.

200 kegs Fine American FURNISHING
NAILS, No. 3 to 12.

25 " American SPIKES, 4 inches to
7 inches.

50 barrels Prime American Meats PORK.

60 " Philadelphia Extra BEEF.

200 " Finest STRAW ROBIN.

300 " City PORK.

150 cases SPIRITS of TENTHENTINE.

100 barrels Dried APPLES.

500 cases FLORIDA WATER.

50 barrels American TAR.

15 " LAMP BLACK.

50 cases American CLOCKS.

COTTON DUCK, Camel BEEF, MUTTON,

TON, OYSTERS, BODSTERS, CORN,

TOMATOES, Corned BEEF, Condensed

MILK, Tomato CATSUP, HANDSPIKES,

OAKUM, ASH OARS; MAPLE, ASH,

and White Pine PLANKS.

Ec. "Alice Carter."

Florence COOKING STOVES,

STEAMERS AND BRAILERS.

CORN BROOMS.

India Rubber KNEE BOOTS.

AGATE WARE, in every variety of Kit-

chen Utensils.

Charter Oak COOKING STOVES.

SPRINTON COOKING STOVES.

BOURBON WHISKY.

Ec. Steamers via Suez Canal.

Douglas' OFFICE CHAIRS.

Messrs. GARDNER & Co.'s PERFORATED

VENEER.

HIGH REVOLVING OFFICE CHAIRS.

HIGH-RACE OFFICE CHAIRS.

ROLLING FOLDING CHAIRS.

DRIVING-BOAT CHAIRS.

DRIVERS' ROCKING CHAIRS.

The above we can highly recommend for office and domestic use, being admirably adapted to this climate.

Ec. "Gleniffer."

CROSE & BLACKWELL'S AND OTHER

HOUSEHOLD STORES.

TEYSSONEAU'S DESSERT FRUITS.

SAVOURY PATE.

PORK PATE.

OX PALATES.

HUNG (Hambo') BEEF.

HUNTLEY & PALMER'S BISCUITS.

FRUITS for Ices.

SHERBET.

COCAOTINA.

VAN HOUTEN'S COCOA.

ROBINSON'S GRAINS.

GELATINE.

Russia OX-TONGUES.

French PLUMS.

PATE DE FOIE GRAS.

SARDINES.

ANCHOVIES.

Breakfast BACON.

ASPARAGUS.

MACARONI.

VERMICELLI.

SAUSAGES.

MEATS.

SOUPS, &c., &c.

COPYING PRESSES.

EX AMERICAN MAIL.

Eastern and Californian CHEESE.

Boneless CODFISH.

Fatty HAMS and BACON.

Russian CAVALIER.

Large Brand Condensed MILK.

GOAT and APPLE BUTTER.

Beefed OX-TONGUES.

Fatty PIG-PORK in kegs and pieces.

Paragon MACKEREL in 5 lb cans.

Bean Ideal SALMON in 5 lb cans.

Cutting's Dessert FRUITS in 5 lb cans.

Assorted Canned VEGETABLES.

" Potted SAUSAGE and Sausage

MEAT.

" Stuffed PEPPERS.

" Assorted PICKLES.

MINCEMEAT.

COMB HONEY in Original Fraunes.

Richardson & Robbin's Celebrated Potted MEATS.

" Lunch TOQUE.

Assorted American SYRUPS, for Summer Drinks.

McCarthy's Sugar LEMONADE.

Clam CHOWDER.

Codfish BALLS.

Green TURTLE in 2½ lb cans.

CALIFORNIA RACKER COMPANY'S BISCUITS in 5 lb

tins, and loose.

Alphabetical BIS-

CUTTS.

Fancy Sweet Mixed

BISCUITS.

Guinea CAKES.

Soda BISCUITS.

Oyster BISCUITS.

Cracked WHEAT.

OATMEAL.

ROMINY.

CORNMEAL.

BUCKWHEAT FLOUR.

EYE MEAL.

SPECIALLY SELECTED

CIGARS.

WINE, SPIRITS, BEER AND

AERATED Waters.

SHIPCHANDLERY of every Description.

RIGGING and SAIL-MAKING promptly executed.

Hongkong, September 24, 1881.

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Mails.



MITSU BISHI MAIL STEAMSHIP COMPANY.

STEAM TO YOKOHAMA, VIA KOBE AND INLAND SEA.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at Current Rates RISKS on First Class Godowns Reduced to 1/2 net premium per annum from this date.

GILMAN & CO., Agents.

Hongkong, May 10, 1881.

RATES OF PASSAGE.

Cabin Steerage.
To KOBE, \$60 \$15
YOKOHAMA & NAGASAKI, 75 20
SHANGHAI via YOKOHAMA, 120 40
" KORE, 95 30

A Reduction is made on Return Passage.

For further Particulars, apply at the Company's OFFICES, PRAYA CENTRAL, West Corner Pottinger Street.

H. J. H. TRIPP, Agent.

Hongkong, October 4, 1881. oc14

U. S. MAIL LINE.

MESSRS BARING BROTHERS & CO., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 & Cornhill.

POLICIES granted on Marine Risks to all parts of the World.

Subject to a Charge of 12% for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the Premium paid by them.

RUSSELL & CO., Agents.

Hongkong, May 20, 1881. 10082

To-day's Advertisements.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "Kuangfung," Captain Young, will be despatched for the above on THURSDAY, the 13th Inst.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO.

Hongkong, October 10, 1881. oc13

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, AND BOMBAY.

The Co.'s Steamship "Dido" will be despatched as above on THURSDAY, the 13th Instant.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, October 10, 1881. oc13

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for CHEFOO, NEWCHOWHANG, TIEN-TSIN, HANKOW and Ports on the YANTHONG.)

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSELLES, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY'S Steamship ROSETTA, Captain A. E. Barlow, will be despatched from this port to LONDON direct, via SUEZ CANAL and the Port of Call, on MONDAY, the 17th October, at 4 p.m.

Cargo will be received on board until 10 a.m. the day of departure.

For further Particulars, regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contests and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

A. McIVER, Superintendent.

Hongkong, October 5, 1881. oc17

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAISE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

at Canton. Mr Ford, as we have already mentioned, goes home on leave, and his place at Pahiat will be taken by Mr O. Johnson.

Bad weather has been experienced at Haiphong lately. The Kengchi arrived to-day reports as follows:

Left the anchorage at Haiphong on 10 a.m. of 5th Oct. Weather then dark and threatening with a rapidly falling glass, in consequence of which anchored ship inside the Inner Bar, at 2 p.m. with both anchors. Wind rapidly increasing in force until 7 p.m. when it blew a complete typhoon from the Eastward. 8.30 p.m., wind hauling to the Southward; barometer commenced to rise, and weather rapidly improved. Next day had strong S.E. winds and high seas across the gulf. Lowest reading of bar. bar. 29.32; Aneroid 29.27. From Hoikow to port had light N.E. winds and pleasant weather. During the typhoon three pilot boats founded, it is feared, with all hands. Passed a number of partially dismantled junks, but they received no assistance.

THE TRAMWAY BILL.

The Special Committee of the Legislative Council on the Tramway Bill met this afternoon, and the sitting was public. The Committee has already held three sittings none of which have been reported. There were present Hon. F. Snowden, presiding, and Hon. Messrs. W. M. Dean, C. Lister, P. Ryrie and F. B. Johnson.

Mr N. J. Ede appeared before the Committee, and said that he desired to put on record his objections to a tramway scheme having the terminus where it was proposed to place this. He had a home at the Gap (position pointed out on the map). He objected to the nuisance the tramway would prove. There would be a large number of coolies, a large number of passengers, and no doubt, in course of time a public chair stand. Then these people were very likely to become a nuisance and destroy the purity of the Pekoechuan reservoir. The establishment of a railway station at the point suggested would be an annoyance to the neighbourhood. There were a great many other places where the terminus could be fixed. There were some sites further eastward where the station could be more properly placed. It might be fixed beyond the houses occupied by Messrs. Lane, Crawford & Co. It was, he understood, a mere question of cost. He did not see that the Tramway Company should be allowed to come to the Gap, sacrificing the comfort and convenience of the residents to get their line made the more cheaply. The inconvenience to himself, and he believed, to the other residents, would be very great. So far as the Company was concerned, it was merely a question of cost.

Mr Johnson asked whether, in selecting the site of the house so near to the public road, Mr Ede had not looked upon the inconvenience of increasing traffic as inevitable.

Mr Ede said he had never anticipated a railway station being established quite close to his house.

Mr Johnson suggested that Mr Ede's arguments simply amounted to this—that the Tramway Company should go a mile and a half out of its way to protect his comfort, and go and inflict what annoyance was inseparable from their business on somebody else.

Mr Ede said he did not ask this. There were places where the terminus could be placed without inconveniencing any one. He was not in the position that anybody would be who bought land, and went and built after the terminus was fixed. He was already established there, and it was sought to bring the tramway to his door, which he objected to, as it would be a nuisance and not a convenience.

Mr Johnson said the Company might manage to do without taking any part of Mr Ede's land.

Yeo San, dealer in pieces goods, 35 Jervois Street, said his name was on the schedule of Lee U Tak, his property was scheduled as to be taken over as to allow the power to hear civil actions as between the public and the Company.

Captain Deane was of opinion such action should go before the Summary Court.

Mr Johnson supported the provision made on this point in the bill, giving the Magistrate power to deal with such cases.

The meeting then adjourned to 10.30 on Wednesday next.

Bread than he was. It was only by going fully into the subject and reading up the evidence that had accumulated at home and elsewhere as to the working of tramways that he had been convinced against his will, as it were, that it was the better scheme of the two for Hongkong, for a street like Queen's Road. He quoted from the evil done given before a Committee of the House of Lords, by Mr Patterson, solicitor Secretary to the Edinburgh Tramway Company, one of the oldest tramways at home, and also, from an official paper regarding proposed tramways in the City of London, the opinion of an ancient authority Mr Hayward in support of his view. The roads were quite wide enough here for a double line. A double line was much more suitable for a street like Queen's Road than a single one. The number of sidings and switches would be a matter for the Surveyor General to decide. He was in favour of the line via Queen's Road in preference to one via the Praya, because in a typhoon or gale, the line would, if it went on the Praya, be broken up and rendered useless. On the other hand, if the line went by Queen's Road it would be passable when traffic on the Praya was stopped. Four feet six inches was ample room for a rickshaw to pass. That would be the width between the car and the gutter. That space was not enough for a pony carriage. A pony carriage would have to go to the other side of the road, where two-thirds of the road would be available for outside traffic. If the carriages were standing, then the tram car would not be taken on to the other line to avoid such an obstacle; but for any sufficient cause it could be withdrawn from one set of rails to the other.

Captain Deane expressed himself strongly against the switching of the cars under any circumstances. It would be much safer if the line kept separate. In answer to Mr Lister, Mr Danby admitted that a single line of rails would have all the disadvantages and none of the advantages of a double line system. Further examined, witness said he had never heard of an accident occurring through a man getting jammed between two passing cars. He had heard of fatal accidents through men alighting and being thrown, against another car or some passing vehicle, but the possibility of such an accident would be obviated by the peculiar construction of the car to be used on the Hongkong line. Passengers could only alight and enter from the side nearest to the foot-path. With regard to the section of the road opposite the cricket field, it was proposed to put the kerb stone back, so as to be in a line with the trees. Witness spoke very strongly in favour of the proposal made on behalf of the promoters of the scheme to take over and keep in repair the whole of the roads where their lines ran, the margin, to be done at the Government cost being looked after by the Company as well as the ground solely under their care. The Acting Surveyor General was in favour of a scheme whereby the Government should keep the whole road in repair. Mr Danby had serious objections to this plan, the weak point of which, he said, was divided responsibility. He read a lengthy quotation from a report by a Committee of the House of Lords recommending the undivided care and responsibility with regard to the roads being vested in one body. There would be great conflict were the Company's intentions not carried out with regard to keeping the whole of the road in order and being paid a fair rate by the Government for the upkeep and repair of the margin done at the Government cost. It was impossible to dissociate the upkeep of the Tramway line from the upkeep of the road. He pointed out that at home the tramways were formed as a rule by corporations and the working of them leased out. Here, he believed, the best scheme would be that the Company keep the whole road in repair, and be paid by the Government a proportion for the margin.

After Mr Danby had finished, his evidence the Committee ran through several points which had been held over from previous meetings for discussion. Besides those referred to above, the question was discussed as to whether the Magistrate should by this Ordinance be given the power to hear civil actions as between the public and the Company.

Captain Deane was of opinion such action should go before the Summary Court. Mr Johnson supported the provision made on this point in the bill, giving the Magistrate power to deal with such cases.

The weather here during the last fortnight has been horribly unsettled; one day scorching hot, and the next almost cold enough for overcoats outside, and fires inside, our houses.

CENSOR.

Police Intelligence.
(Before Frederick Stewart, Esq.)

Monday, Oct. 10.

THIEF.

Ho Akwong, chincie coolie, was convicted on the evidence of his employer, Charles F. Degenerer, of stealing a piece of brass, complainant's property. Prisoner was convicted, and sentenced to seven days' imprisonment with hard labour.

INCAPABLE.

John Murray of the steamer *Anjer Head* was sentenced to pay a fine of 25 cents, or one day's imprisonment.

SINGAPORE.

James Made was convicted of a similar offence and refusing to pay rickshaw, and was fined \$2 or ten days' imprisonment, and ordered to pay 20 cents to coolies or one day's imprisonment.

Alfred Henderson was convicted of being drunk and fined \$1 or four days in gaol.

THEFT.

Lui Tong, a carpenter, Hollywood Road, said on the 9th inst., he washed his trousers and hung them out to dry. Complainant heard a cry of "thief" raised. Complainant ran out, and defendant was caught by a Police Constable. Defendant admitted the charge, and got fourteen days' imprisonment with hard labour.

ROW IN A BOARDING-HOUSE.

Frederick Frederson charged John Sutherland with assaulting him in Petersen's Boarding House. From the evidence it appeared the affair had been a sort of general row, but it tended to show the defendant had been to blame, and was fined \$1 or four days' imprisonment.

(Before H. E. Wodehouse, Esq.)

THEFT OF COPPER.

P. C. 84 said he was on duty inside the Hung Han Dock on Saturday evening, when he saw defendant coming from beneath a ship. He had a bag in his hand. In endeavouring to escape defendant fell in the morning. The Winchow soldiers advanced to the top of the mountain, but descended to descend into the valley beyond. Captain Yip Foo decided to advance with his twenty men, and did so for about seven English miles. All of a sudden the pirates opened fire from the forest, and Captain Yip Foo fell, pierced with a bullet through the body. The twenty men seeing their chief fall, and being unable to see the enemy, and having no support, decided to retreat, they did so, carrying with them their chief still alive, to the residence of the Lai-ken mandarin, where he expired.

CRUELTY TO ANIMALS.

Kun Asum admitted having carried some fowls tied together by a string and hung from the end of a bamboo; which according to the evidence was causing the fowls much pain. Sentence—\$2, or seven days in gaol with hard labour.

UNLAWFUL POSSESSION.

John Butlin, Acting Police Sergeant, said that on the 9th instant he saw the first defendant, Chun Achung, with two baskets at the door of shop No. 38, Queen's Road Central. He took some iron out of the baskets and offered it for sale at this shop. Witness asked him where he got this. He said he bought it from a sampan. Witness arrested prisoner.

Another witness stated that he saw second defendant selling the iron to the first defendant in the street. He did not see any money, however, change hands.

First prisoner was fined \$10 or one month's imprisonment with hard labour for receiving stolen goods, and the second defendant fined \$5 or fourteen days in gaol with hard labour, for unlawful possession. First defendant had been previously convicted of unlawful possession.

SUPREME COURT.

IN SUMMARY JURISDICTION.
(Before His Honor the Acting Prince Judge,
J. Russell, Esq.)

Monday, Oct. 10.

AU YEUNG CHEE HUM v. SUI YUEN AND ANOTHER (\$300).—This was a claim for work done as an accountant. It was on the other side denied that such work had ever been done. The evidence was of the most contradictory character, and judgment was given for the defendants with costs.

Mr Holmes appeared for the defendants.

Marine Court.

(Before Captain Thosett, R.N.)

Monday, Oct. 10.

Martin McDonald, belonging to the American ship *Stonehill Jackson*, was fined \$1, or one day's imprisonment for making a row on board and using abusive language.

Macao.

(From a Correspondent.)

October 9th.

The public seems to be very much at sea just now in regard to the do Cascal case, and opinion in the Holy City is divided. That the Court of Gon has denounced the earlier proceedings as illegal is certain, but the recent appeal to the Supreme Court at Lisbon again complicates affairs. The general idea seems to be that the Lisbon phase will end in a complete fiasco.

The Chinese have just celebrated the festival of **拜月十五** or "Worship of the Full Moon." It seems to me that of all the yearly festivals this one is the most pleasing and—shall I say it—poetical. The moon has been shining in unapproachable beauty for the last few nights, proving her self worthy of the homage paid her. The recent gale has cleared the atmosphere, so that the nights have been brilliant in consequence. I must, however, give the Chinese the credit of having most consistently done all in their power to destroy the "poetry" of the festival, by means of innumerable gongs and the pestilential firecracker. Still the dim lanterns and vagrant torches of their nocturnal processions have given a weird charm to the moonlit scene.

Quite a number of gentry from Hongkong have spent the day here, although nothing of any special character is going on, except it be the auction at the *da Gung* a fine residence. But stay—in delightful concordance with the Sababean views of Macao, the Hayes Troupe will give a performance here this evening. The stage has not been satisfactorily arranged at last, I hear, although some trouble was experienced first in getting it in order. The little hero who had the misfortune to injure his arm the other evening in Hongkong, is still in a bad way, as the sprain was a severe one.

Later.—A degenerate friend who attended the performance this evening favoured with the following particulars. In the slack-rope act, one end of the rope gave way, precipitating the acrobat upon the floor beneath. In his fall he tore one of the chandeliers from its fastenings. The lamps broke, and the burning kerosene ran in every direction, to the great consternation of the audience. Luckily no person was injured, and to the presence of mind of several gentlemen it is due that the little theater did not take fire. The acrobat is said to have sustained no serious injuries.

China.

(Gazette, Oct. 3.)

The Chinese steamer *Yen-tin*, Capt. Deegan, from Swatow, reports a British vessel 10 miles Eastward of Tsing-tau at anchor disabled; required an assistance.

The British brig *Meadowlark*, Captain J. Edwards, which arrived in port yesterday evening, towed by the Chinese gun-boat *Chi Hui*, reports that on Monday the 26th Sept., when in Lat. 31° 17' N. Long. 126° 40' E., a terrific typhoon carried away the *Meadowlark* and the *Yen-tin* and Tientsin. On the 30th of August coming up the *Polo* he saw also near the mouth of the river its left bank a great dense cloud of them. It was close to the ground, drifting up in the wind like smoke from a burning prairie, yet ever clinging to the ground as the fire might which it feeds on the prairie grass. It was dense, and looked dark and lowering like smoke; here and there so dense that we could not see through it. The highest sprays rose as high as fifty or sixty feet, but the mass of the cloud lay close to the earth rising to more than twenty feet or so. The flock or cloud seemed to cover six or eight square miles. The omnivorous little pests evidently meant business, and the rich garden-like crops, so flourishing under careful irrigation along the river, were falling fast before them. A few bold farmers could be seen among them beating them down with brooms and mops, a desperate but futile struggle.—N.Y. Daily News.

YOKOHAMA.

(Gazette.)

The University of Tokio has made a "new departure," and to our thinking a very extraordinary one. They recently applied to the Swedes for a set of writings of Swedenborg, the application has been granted and a second set was given at the same time to the Library of the Union Theological Seminary in Tansky Tokio, which is largely used by English-speaking Japanese. Now that the university has got the works of this most painstaking forethought could suggest was promptly forthcoming; in fact the library of the villagers was bounded only by the limits of their ability. Such conduct cannot be too highly eulogized. If the weather continues fine, or a north wind does not occur for the next few days, everything that can be saved from the wreck will be ashore, and the cargo transferred into junks. But if bad weather from the quarter indicated sets in, a few hours will suffice to break into fragments the remains of the *Taisho-maru*, the first steamer purchased by one of the circular is then given.

It is rumoured that His Excellency Iwakura now staying in Kioto either intends to resign, or has already done so; we have also recently heard that his Excellency having nearly recovered from sickness, will return to Tokio before His Imperial Majesty the Mikado arrives in the capital about 11th of next month.

The *Hochi Shinbun* says that the Chiukin Buksa Shimpai has hitherto received an annual subsidy of 3,000 yen from the government; but the expenditure will have to be economized in future, as the said subsidy will be discontinued next year.

Osaka Nippo.—*Hirogo News Translators*

The Hirogo Engineering Works are to be sold.

We hope the payment of the purchase money will not be allowed to extend over thirty years.

Mr Kato, the manager of one of the Keibanku banks, applied to purchase the stock held in the Hirogo gasol for 10,000 yen, and 20,000 yen payable in ten years by instalments. The authorities, however, rejected the money paid in six years.

It is rumoured that vessels are often plundered by pirates in the neighbourhood of Nagasaki. This causes much loss to the owners, and the authorities are active in searching for the offenders.

Singapore.

(Strait Times Herald, Sept. 27th.)

A serious disturbance that took place five days ago at the *Borneo*'s wharf, and the crew were attacked by the epidemic of whom six died and eight are still undergoing medical treatment; the cases were in a severe, death taking place within four hours after the first appearance of the symptoms.

Officials of the sanitary board, and the Kencho, and others are making great efforts to prevent the further spread of the disease.

The *Mei Nichi Shinbun* hears that the Imperial Majesty the Mikado will return to the capital about 11th of next month.

The *Hochi Shinbun* says that the Chiukin Buksa Shimpai has hitherto received an annual subsidy of 3,000 yen from the government; but the expenditure will have to be economized in future, as the said subsidy will be discontinued next year.

The *Osaka Nippo*.—*Hirogo News Translators*

The Hirogo Engineering Works are to be sold.

A serious accident occurred to Mr. Brown, at Mount Pleasant Estate, on Friday morning. The sleeve of his coat having caught in some portion of his tapaoe, and thereby, his left arm was dragged in and crushed off above the elbow. Amputation was performed the same day, and he is now progressing favourably.

Though His Excellency the Governor returned to Singapore more than a week ago, the Legislative Council has not yet been convened, and no notification has been issued for its meeting. It is late in the year, so the Estimates for 1882 have not yet been passed. The Chamber of Commerce, having offered the lower part of the Exchange building for the purpose at nominal rent, Government have accepted the offer.

A serious accident occurred to Mr. Brown, at Mount Pleasant Estate, on Friday morning. The sleeve of his coat having caught in some portion of his tapaoe, and thereby, his left arm was dragged in and crushed off above the elbow. Amputation was performed the same day, and he is now progressing favourably.

The *Mei Nichi Shinbun* says that the governor of Kangu-ken, after a consultation with Mr. Kawai, the head of the police in that ken, has decided to despatch the coming into operation of a legally protracted regulations for controlling the sale and storage of that oil. We understand that in view of the regulations being in force on and after the first of next January, as originally intended, they will not now take effect until at least one year from that date.

In this deviation from its primary programme the Government, as will admit, has acted with moderation and wisdom. All the kerosene in stock and on the water will have ample time to arrive and pass into consumption before the commencement of

1883, and thus all cause of complaint by importers or holders will be avoided.

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Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries* on China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

The *CHINA REVIEW, or Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.50 postage paid per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally.

A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Essays, memoirs and treatises, a record in each number of the contents of the most recent work bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes," broad references being given, when furnished, to previous Notes or Queries, as are also those queries which should be asked for information, furnish new and unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The *China Review* for July and August, 1875, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a state. All our learned societies should subscribe to this scholarly and enterprising Review. It is a sixty-paged, monthly, repository of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the Review. Address *China Review, Hongkong—Northern Christian Advocate (U.S.)*.

Truel's Oriental Record contains the following notice of the *China Review*:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of *Notes and Queries on China and Japan*, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Globe Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are generally represented in the first number of the *Review* by papers highly creditable to their respective authors. A paper on Dr. Legge's *Ssu Ki* by the Rev. E. J. Etel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connection with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese post-statesman of the eleventh century, Su Sung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine."

THE CHINESE MAIL.

This paper is now issued every day. The subscription is fixed at four dollars per annum, delivered in Hongkong, or Seven Dollars Fifty cents including postage to Coast ports.

It is the first Chinese newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, among whom also are to be found the garrisons and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from various ports in China and Japan, from Australia, California, Singapore, Penang, Salang, and other places frequented by the Chinese, consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description is conducted by native efforts, but progressive and anti-clerical in tone—almost limitless. It is on the one hand commands Chinese belief and interest on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, News, Shipping, and Commercial and Advertising.

Subscription orders for either of the above may be sent to

GEO. MURRAY BAIN,
China Mail Office.

FREDERIC ALGAR,
COLONIAL NEWSPAPER & COMMIS-
SION AGENT,
11, Clement's Lane, Lombard Street,
London.

THE Colonial Press supplied with News-papers, Books, Typers, Ink, Presses, Exports, Correspondents, Letters; and any European Goods on London terms.

NOTICE TO SHIPPERS.
Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

Visitors' Column.

THE CHINA REVIEW.

Hongkong Rates of Postage.

(Revised July 1st, 1881.)

We have instituted, as an experiment a "Visitors' Column," which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables, and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with which we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrollment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.

City Hall, Library (8,000 volumes) and Museum,—Free.

Public Gardens, a beautifully picturesque retreat and of great interest.

The Clock Tower, Queen's Road Central, in line with Peader's Wharf.

General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's-throw.

Lusitano Club and Library, Shelley St.

Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, "Garden Road, near Kennedy Roule."

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.

Masonic Hall, Zetland Street.

Victoria Recreation Club—Bath-house and Bont-house, &c.,—Praya, beyond the Cricket Ground, beside the City Hall.

Stores, Books, &c.

American and English Stores, Books, and specially selected Cigars.—MAU-EN, FRICKEL & CO.

Chair and Boat Hire.

LEGALISED TARIFF OF FEES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats:

Half hour, ... 10 cts. | Hour, 20cts. Three hours, ... 60 cts. | Six hours, ... 70cts. Day (from 6 to 6), One Dollar.

To VICTORIA PEAK.

Single Trip.

Four Coolies, \$1.00
Three Coolies, 85cts.
Two Coolies, 70cts.

Return (direct or by Puk-loo-lum).

Four Coolies, \$1.50
Three Coolies, 1.20
Two Coolies, 1.00

To VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT.)

Single Trip.

Four Coolies, \$0.60
Three Coolies, 50cts.
Two Coolies, 40cts.

Return (direct or by Puk-loo-lum).

Four Coolies, \$1.00
Three Coolies, 85cts.
Two Coolies, 70cts.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), \$0.75 each Coolie. (12 hours) | Gap, \$0.60 each Coolie.

Licensed Bearers (each).

Hour, 10 cents.
Half day, 35 cents.
Day, 50 cents.

Local Delivery.

BOAT AND COOLIE HIRE.

BOAT.

1st Class Cargo Boat of 8 or 900 piculs, per Day, \$3.00
1st Class Cargo Boat of 8 or 900 piculs, per Load, 2.00

2nd Class Cargo Boat of 600 piculs, per Day, 2.50
2nd Class Cargo Boat of 600 piculs, per Load, 1.75

3rd Class Cargo Boat or Ha-kan Boat of 800 piculs, per Day, 1.50
3rd Class Cargo Boat or Ha-kan Boat of 800 piculs, per Load, 1.00

4th Class Cargo Boat or Ha-kan Boat of 800 piculs, Half Day, 50

Sampan,

or Pullaway Boat, per Day, \$1.00
One Hour, 20
Half an Hour, 10
After 6 p.m., 10 cents extra.

Nothing in this Scale prevents private agreements.

FREIGHT COOLIES!

Scale of Fees for Street Coolies.

One Day, 35 cents.
Half Day, 30
Three Hours, 13
One Hour, 5
Half Hour, 5

Nothing in the above Scale to affect private agreements.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

Local Parcel Post.

Merchant Vessels in Hongkong Harbour.

Exclusively of late Arrivals and Departures reported to-day.

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, triple, &c., as the case may be, but such papers or packets or papers may be sent at Book Rate. Two newspapers are to be reckoned together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, the whole to be paid at Book Rate. Price Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

It is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent, be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:

Books and Papers—to British Offices, 5 lbs.; to the Continent, 4 lbs. Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration require.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, or by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

No compensation can be paid for more damage to fragile articles such as portraits, watches, hand-made bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Money Order Regulations.

1.—Money Orders are exchanged with the United Kingdom, New South Wales, Queensland, South Australia and Port Darwin, the Straits Settlements, Western Australia, and (except at Shanghai) with the Japanese Empire. Hongkong also issues orders on Shanghai, and vice versa.

2.—Small sums may be remitted between the other Ports by means of Postage Stamps, subject to a charge of one cent for cashing them.

3.—Many Money Orders are applied to residents at the smaller Ports in this way. An application for an order is filled up, and is enclosed with a stamped, directed, and sealed envelope to the Postmaster at the nearest incoming office. The application must be accompanied with the full amount (including commission) in clewes, postage stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departures of the mails.

4.—No order must exceed £10, or \$50, or include any fraction of a penny, nor will more than two such orders be issued to the same person, in favour of the same payee, by the same mail. Orders will be drawn at the current rate of the day and paid at the rate of the day when the advice arrived.

The commission is as follows:—

Orders on the United Kingdom.

Up to \$2, 18 cents.

" 5, 36 "

" 10, 54 "

" 20, 72 "

Local and Intercolonial Orders.

Up to \$25 or £5, 25 cents.

" 50 or £10, 50 "

5.—Lists of Money Order Offices in the United Kingdom may be consulted at Hongkong and Shanghai.

6.—Names must be given in full (except where there is more than one Christian name) but the name of the Payee need not be given if the order be crossed (as cheques are crossed). It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

7.—No order can be paid till the Payee has signed it in the proper place. An order can be transferred to another office on payment of an additional commission. In case of loss of an order, necessity for stopping payment, or like accident, application should be made to the nearest Money Order Office for instructions.</p